

S/TD
51~~CONFIDENTIAL~~March 19th, 1959COCOM Document No. 3460COORDINATING COMMITTEERECORD OF DISCUSSIONONA UNITED KINGDOM PROPOSAL CONCERNING REPAIRS AND ALTERATIONSTO SINO-SOVIET BLOC VESSELSMarch 12th, 1959

Present: Belgium (Luxembourg), Canada, Denmark, France, Germany, Italy, Japan, Netherlands, Norway, Turkey, United Kingdom, United States.

References: COCOM 549, 1145, 3311, 3363, 3376, 3396, 3426, 3442.

1. The CHAIRMAN recalled that a Drafting Group had prepared a text embodying the various proposals which had been adopted concerning ship repairs and at the same time bringing up to date the provisions of COCOM 549. He invited Delegates to give the views of their authorities on the text as recorded in COCOM 3442.

2. The UNITED STATES Delegate said that in paragraph 2 of the text prepared by the Drafting Group his authorities would like the phrase "or replaced" inserted after the phrase "the following should not be installed". This was primarily an editorial change, his authorities wished to be quite clear that the installation referred to covered both the installation of new equipment and the replacement of old equipment. In paragraph 2(c) his authorities wished to change the word "demagnetisation" to "degaussing" and they felt that the same change should also be made in Item 1416(o). The Delegate went on to explain that demagnetisation was a one-time operation to eliminate unwanted magnetic fields which might affect a ship's compasses. Degaussing was the induction of a controlled enduring field of force in a ship for protection against magnetic mines and similar weapons.

3. The FRENCH Delegate agreed with the United States Delegate's interpretation of the terms demagnetisation and degaussing. He said that one could not speak of "arrangements for demagnetisation" (as in paragraph 2(c)) since demagnetisation was a special process which was carried out only once whereas one could speak of "arrangements for degaussing" since in this latter case it was necessary to install special electric circuits in a vessel. He suggested that the text should make it clear that both operations were prohibited.

4. The COMMITTEE accepted the United States proposal to include the phrase "or replaced" after the word "installed" in the heading of paragraph 2, also to substitute the word "degaussing" for "demagnetisation" in paragraph 2(c) and to amend paragraph 3 to include a reference to demagnetisation. The Committee further agreed that sub-paragraph (c) of Item 1416 should be amended to read "... or arrangements for the degaussing of the vessel." The final text on ships and shipping, which would not come into force until agreement was reached on the question of adding Item 1510 to Item 1416(o) and the question of prohibiting the installation of Item 1510 in the course of ship repairs, was agreed to be as follows:

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

- 2 -

COCOM Document No. 3460

Ships and Shipping

1. This document deals with various matters, relating to vessels, which are not dealt with in the International Lists. It supersedes the Annexes to COCOM 549.

2. Repairs and Alterations to Sino-Soviet Bloc vessels in Western shipyards.

The following should not be installed or replaced:

- (a) Munitions List items
- (b) List I items which may not be installed in a vessel sold to the Sino-Soviet Bloc
- (c) Arrangements for degaussing.

3. Any work which would lead to the demagnetisation of a vessel or to transforming a vessel into one appearing on List I or the Munitions List should be prohibited, except that the speed of a vessel may be increased by up to 10% even if the increase would confer embargo status on the vessel.

4. In any case where paragraph 2 above conflicts with national law or with the requirements of classification societies or international treaties, conventions or usages, it is understood that exceptions to the foregoing will be necessary. Where exceptions are made the Committee should be informed.

5. Chartering of Western vessels to the Sino-Soviet Bloc.

The objectives of the controls on the sale of vessels should not be frustrated by bare-boat chartering. Bearing in mind that an operation of this nature might have the same disadvantages from the strategic point of view as the sale of a vessel, Governments agree to undertake such steps as may be possible to prevent the chartering of any embargo type vessels under bare-boat arrangements.